

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

NOW
SHOWING

FUR COATS.
FUR NECKLETS.

FUR TIES.

FUR STOLE.

**TWEED
COATS.**

**TWEED
COSTUMES.**

**GOLF
CAPES.**

**GOLF
JERSEYS.**

**VIELLA
SHIRTS.**

**DELAINE
BLOUSES.**

MODERATE PRICES.

POWELL'S
Ladies' Outfitters,
HONGKONG.

Hongkong, 13th November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable for

SHOP AND DWELLING

House,

at present occupied

by

MESSRS. K. A. J. CHOTIRMALL & CO.,
MAIL & CO.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [539]

TO LET.

No. 10, SEYMOUR TERRACE, corner
House. Fine view of the harbour.
Possession from the 1st December.

Apply to—

P. M. N. D. H. V. A.,
C/o Messrs. Guedes & Co.

Hongkong, 12th November, 1906. [1904]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO., LTD.,

No. 8, Queen's Road West

Hongkong, 7th November, 1906. [1071]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.,
C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vaux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.)

Apply to—

HO TUNG,
Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [919]

TO LET.

OFFICES in KING'S BUILDING and
YORK BUILDING.

Apply to—

A HOUSE in CLIFTON GARDENS, Con-

duit Road.

A HOUSE in RIVON TERRACE.

A HOUSE in WONG-NEI-CHUNG ROAD

PLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 5th September, 1906. [71]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 31st July, 1906. [789]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906. [43]

Intimations.

A. S. WATSON & CO., LIMITED.

REDUCTION IN PRICES.

WE beg to notify our Customers and the
Public generally that at LARGE RE-
DUCTIONS have been made in our PRICES
to adjust them to the rate of exchange now
ruling. These reductions will come into force
on the 15th November, 1906, and the Discount
of 5% hitherto allowed will cease as from that
date.

A. S. WATSON & CO., LTD.

Hongkong, 10th November, 1906. [1085]

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will
be glad to receive any number of old or
new "MAGAZINES" for the use of the Troops
on the Transports. Send to Hongkong Hotel
or a child will ensure their being fetched.

Hongkong, 12th November, 1906. [1096]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
公司 廣 隆

CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at

No. 35, DES Vaux ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfac-

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [1060]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
of TROUSERS and DEALERS in Ladies' and
Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Plain Goods, &c.

Latest style of Ladies' Houses and Gent's
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [1080]

Auction.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
ON

SATURDAY,

the 17th November, 1906, at 2.30 P.M., at his

Sales Rooms, Duddell Street,

A LARGE QUANTITY OF

VALUABLE AND HANDSOME HOUSE-

HOLD FURNITURE,

Comprising—

SILK TAPESTRY-COVERED DRAW-

ING ROOM SUITES and EASY CHAIRS,

LACE CURTAINS, CHIFFONNIERS, OVER-

MANTELS, BRASS FENDERS, EXTEN-

SION DINING TABLES, DOUBLE

SINGLE WARDROBES with BEVELLED

MIRRORS, TOILET TABLES, WASH-

STANDS, DINNER WAGGONS, CROCK-

ERY WARE, FINE COOKING RANGE,

&c., &c.,

ALSO

4 COTTAGE PIANOS,

AND

An Assortment of ELECTRO WARE.

On view from Friday, the 16th November.

Catalogues will be issued.

TERMS:—Cash on Delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 14th November, 1906. [1102]

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
via S.S. *Charles* and *Adela*, and from
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Tobacco and Valuable articles are being landed
and stored at their risks into the hazardous
and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, whence delivery may
be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TODAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
MONDAY, the 19th November, at Noon, will
be subject to rent and landing charges.

All claims must be presented to me on or before the
19th November, or they will not be recognised.
All damaged packages will be examined on
MONDAY, the 19th November, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 12th November, 1906. [11]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WILLEHAD"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Tobacco and Valuable articles, are being
landed and stored at their risks into the hazardous
and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-
pany, Limited, at Kowloon, whence delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 18th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on MONDAY, the 19th instant, at
9.30 A.M.

All Claims must reach us before the 23rd
instant, or they will not be recognised.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 14th November, 1906. [12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where all
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 19th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

F. A. HEWETT,
Superintendent.

Hongkong, 13th November, 1906. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"FORMOSA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where all
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 16th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

F. A. HEWETT,
Superintendent.

Hongkong, 10th November, 1906. [16]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the
15th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 12th November, 1906. [1068]

Notice of Firm.

MARINE INSURANCE.

I HAVE this day established myself in
SHANGHAI as AVERAGE ADJUSTER
and am prepared to undertake the adjustment
of General and Particular Average and other
Claims.

Telegraphic and Postal Address:

"WADMAN SHANGHAI."

H. P. WADMAN,

Corresponding Associate,

Association of Average Adjusters,

Great Britain.

22nd October, 1906. [1062]

JAPANESE IN SAN FRANCISCO.

SCHOOL QUESTION STILL UNSETTLED.

A San Francisco message to the *Asahi*
states that on the 3rd instant the Japanese
Consul had a conference with the San Fran-
cisco education authorities. No definite in-
structions had then been received from Wa-
shington, and the question still remains
unsettled. The Board of Education also
appears to be awaiting instructions, and, ac-
cording to latest accounts, seems ready to give
way. The Consul was to meet the authorities
again on the 5th instant.

A telegram received at the Foreign Office,
Tokyo, on the 2nd instant, gives the following
substance of the statement made by Mr. Mel-
cal, as published in the *San Francisco Chroni-
cle*:—"We give assurance by Treaty that any
privilege given or to be given to the subjects
of the most-favoured nation in regard to educa-
tion in elementary schools, will be extended to
Japanese subjects living in the United States.
In consequence, if the present troubles are not
satisfactorily settled serious difficulties may
result. My visit to San Francisco on a Gov-
ernment mission shows the grave nature of
the present trouble."

A Tokyo dispatch states that the San Fran-
cisco municipal authorities are still inclined to
exclude Japanese children from the public
schools, and may assert at any time that they
are entitled to do so. Assurances are again
given that the troubles are purely local, and it is
expected that the question will be settled in a
few days upon the conclusion of the election.
When the general excitement has calmed down,
according to the existing laws of California,
says this dispatch, the action of the Board of
Education is not at all gal.

CHINESE CRUISE.

CAST AWAY ON AN UNINHABITED ISLAND.

It is reported that the *Nam Sang*, which
arrived here on Friday (2nd inst.) from Hong-
kong, picked up three emaciated Chinese coolies
on a bamboo raft, says the *Singapore Free
Press*. The men, who are very thin, state that
about a month ago they sailed from Singapore
in a junk, the persons on the craft numbering
eight all told. Everything went well till their
voyage had been a week in progress and then
one morning a terrible storm arose and their
vessel was whirled before it like a cork. After
driving before the gale for some hours the
junk suddenly went to pieces on a small island
and with good luck they all managed to get
ashore though they were severely bruised and
injured in the surf. When they recovered some-
what they explored the island which they found
was uninhabited. For two weeks the eight men
remained on the island eating shell-fish and
drinking water caught in the crevices of rocks.
A small hole in sight three of the most daring
decided to build a raft and put to sea in the hope
of drifting into the track of steamers. With
the aid of their comrades the three adventurers
built a raft out of giant bamboos which grew
in profusion on the island and with a stock of
dried fish and little water put to sea one day
amidst the farewell shouts of their less daring
comrades. For six days the buoyant bamboo
raft drifted steadily away from the island with-
out a single sail appearing on the horizon even,
and as their stock of food and water was done
the men prepared to die. On the evening of
the sixth day, however, smoke was seen on the
horizon and then the hull of a large steamer
rapidly came into view making right for the
castaways. This vessel, as already said, proved
to be the *Nam Sang* and the castaways were
picked up and very kindly treated by their
rescuers.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASOALL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

[34]

BIRTHS.

On October 4, at Redbourn, Herts, the wife of Douglas Edmund McGregor, of a son.
On November 8, at Peking, the wife of C. W. CAMPBELL, Esq., C.M.G., of a daughter.
On November 9, at Shanghai, the wife of N. G. MATTHEW, of a son.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOV. 15, 1906.

THE RISING DOLLAR.

When the Governor of the Straits Settlements, on the advice of his financial advisers and with the concurrence of the leading bankers and merchants in the Straits, decided to adopt a fixed rate of exchange it was considered that a dollar at the rate of 25 1/4 in the sovereign would effectually safeguard the Treasury and induce confidence in trade by the absence of speculators in silver. Since the adoption of the fixed rate, however, a variety of circumstances have arisen which led to the steady appreciation of silver, and it is by no means clear that we are yet within measurable distance of the ultimate value which silver will reach. Indeed, it seemed plain that unless immediate steps were taken to diminish the intrinsic value of the dollar there was a possibility that the Government would find itself in the absurd and financially ruinous position of selling silver in the form of dollars at less than its actual value. That being so, there was only one course to pursue—to depreciate not the face but the intrinsic value of the coin and to provide, at the same time, for the maintenance of the selling rate. Accordingly, the Government of the Straits Settlements decided to reduce the fineness of the silver in the dollar, without making any alteration in its size or weight, and to provide for its commercial value by adopting not merely a gold standard but also a gold currency, which should invest the dollar with new properties, and inspire the business community with faith in the token coin. As will be seen from Reuter's message which we publish today, the question has been brought up in the House of Commons, but whether in the form of a question or as part of a discussion it is impossible to discover. The Under-Secretary of State for the Colonies declared that Lord Elgin had been strongly advised by Sir John Anderson not to abandon the fixed rate of exchange, on the ground that business would be dislocated and trade hampered. It must be apparent to everybody who has given the matter a second thought that to revert to the old fluctuating rates, which were governed by circumstances entirely outside the control of the southern Colony,

would simply import chaos into the financial standing of the Straits. Even those who had previously benefited by successful speculation in the metal would find themselves in a quandary of uncertainty, for with a double standard to consider the operations of importing firms might have been seriously affected. It was therefore well that the Government agreed to abide by their original resolution fixing the value of the silver dollar at a certain ratio to the sovereign. The only question that remained was to decide as to the fineness of the coin and an inquiry was made on the subject at a recent meeting of the Straits Legislature. The Colonial Secretary stated that the Secretary of State had informed them that the fineness would be altered from 900 to 800, but no alteration had been made in the size or weight; the Government was in correspondence with the Secretary of State with the view of altering the words "one dollar" to "dollar 7/60." So that the Government will be prepared to pay seven sovereigns for every sixty dollars, which practically means that the exact ratio of 25 1/4 in the £ will be maintained. By this means fresh stability will be given to trade interests and confidence retained in the token itself. No matter what variations occur in the silver market the Government and the people are safe from financial doubt or speculative uncertainty, and the coin itself is released from the fluctuations of the silver market. One of the effects of the action of the Straits Government is seen in the exchange rate. Only a few months ago the Singapore dollar was at 15 per cent. premium; to-day it is at 1 1/2 per cent. premium and should the advance continue the premium rate probably disappear. The effect of the rise in silver is admirably exemplified in the case of Siam. When Mr. Rivett-Carnac, the Financial Adviser, proposed to establish the currency of the country on a gold standard he looked forward to the day when the tical should be valued at the rate of 16 to the sovereign, or 13 3/4 each. For many months the tical hovered in the vicinity of 20 to the £, but as silver appreciated the value of the tical increased until to-day it stands at 13 1/2 or slightly over 13 1/4 to the £. The result of this appreciation has severely affected the sterling paid men, but it has also adversely affected the exporter. Sellers of paddy are holding out for better terms, rice mills are being closed down and the outlook is extremely gloomy. While the labour required for the cultivation and gathering of the crops costs as much as it did when the tical was low, it has been found impossible to reduce the wages of the coolies now that the tical has advanced and there is no prospect of finding a way out of the deadlock. Undoubtedly the position is serious for those who being without a gold currency are dependent on the fluctuations of silver, but the Straits Settlements seems to have solved the problem and ensured the stability of her monetary system.

LO! THE POOR INDIAN.

Within the past few months Hongkong has witnessed the arrival of scores of half-clad Indians who were on their way to Canada, where it was said an abundance of labour awaited them, and where their services would be justly appreciated. While the Indian coolies were in this Colony, their semi-nude condition and objectionable habits aroused a considerable amount of comment, and it is safe to say that most people were glad to hear that the various batches had sailed for the new world. But just as Hongkong had little use for the dusky tribes of the East, so it appears Vancouver, where the emigrants were dumped, is also decidedly averse to their presence. There is no false sentiment about the Canadians and no desire to split hairs on the subject of the Indians. It is quite true that the Indians are British subjects and all the rest of it, but they are not wanted in Canada at any price, and the Municipal Council of Vancouver, supported by the residents of that city, have expressed their views to the Government. In fact, should any further gangs be brought from Hongkong they will not be allowed to land. That is the effect of the Council's decision, and a mass meeting of ratepayers had, according to the latest Vancouver papers, been called to consider the question of expelling the Indians. It had been understood here that the Indians were under contract to work when they arrived in Canada, but that appears to have been a mistake; at all events, scores have been found begging in the streets of Vancouver. One Indian was picked up in the street in the last stages of exhaustion which was due to starvation. The Mayor of Vancouver is reported as saying "that these men were a menace to public health under the conditions existing. They were also a menace to finances as they were destitute and had to be fed. Gangs of them ranging from 15 to 200 were looking for work and the condition was serious. Unless something was done many of them would die of cold and exposure. There were other reasons why these people were undesirable citizens." It was suggested that they should be deported to Ottawa, but, as a councillor pointed out, even if they followed such a

course the evil would not be remedied. Now comes the *Vancouver World* which expresses in an editorial the view of the citizens. The Chinese, it is argued, were bad enough because of their habit of working for wages on which a white man would starve, and their practice of sending out of the country hundreds of thousands of dollars which never came back. "But," continues our contemporary, "the Chinese do wash themselves occasionally, are known to bathe some, and wear clean clothes." But these Hindus, with the leprosy and that most awful and deadly of all diseases, the bubonic plague, rioting in their blood and infecting their garments, with their uncleanly habits and their disinclination to work as paupers as soon as they land on our shores and must not be permitted to continue their invasion, while those already here should be deported." It proceeds to submit that a rule which applies to natives of Hongkong should equally apply to immigrants from the East Indies. There is a scathing criticism of the Indians as a body; they are unfit for house servants, they are useless in the woods, they have been found deficient as miners, and above all they are, not as a class likely to forward the advancement of Canada. "We want a class of immigrants who will settle here and become part of the social, business and political life of the country, who will take an interest in the advancement and settling up of the land, who will become permanent settlers, and who will shoulder a share of the responsibilities that attach to the making of a new country." It is a vigorous indictment against the Hindoo, and if it seems to us somewhat on the side of special pleading it is obviously dictated in all sincerity, loyalty to country, and an understanding of what Canada wants. But it may be asked, how is Vancouver to prevent the immigration of Indians who comply with all the requirements of the law? The general superintendent of one of the shipping companies taking Indians from the Orient to Canada has declared that: "So long as the passengers on the company's vessels comply with the immigration laws and pass the inspection of the Dominion government officials, the company has no right to detain them." But there are more ways than one of abating a nuisance. An Australian journalist has suggested a short method of dealing with the immigrants. He would proclaim Hongkong an infected port, with the result that emigrants would not be allowed to leave this Colony and ships would not come here to take them away. It was objected that a port could not be declared infected without a cause. The Australian, who stated that he was a journalist, replied: "It is easy to find a cause. These eastern ports are never free from some cases of infection and you find bubonic plague there all the year round." What wisdom and knowledge! The fact seems to be that there was no serious opposition to the entrance of Indians into the Dominion until it was discovered that a great number of them were starving, that many refused to work, and that the approach of winter would make them a charge on the community. The question is: Have these Indians no claim on Canadian contractors for inducing them to leave their own country by false pretences? Until we learn the result of the mass meeting of Vancouver citizens it is impossible to foresee what steps will be taken to rid the community of its incubus, but from the reply of the Colonial Secretary to the premier of Canada—which we publish in another column—it is clear Hongkong intends to wash its hands of the whole business. It is a most unsavoury subject for either the Hindoos have been wronged and blindly victimised or they have gone of their own accord to their fate. What will happen should the coolies be dumped in Hongkong on being deported from Canada should afford the Government food for reflection.

LOCAL AND GENERAL.

THE following details left per s.s. *Bootsang* on the 14th instant:—For Singapore: 6 men on completion of course of signalling. For Calcutta: One man for discharge.

AN inquiry touching the death of Mr. R. Houghton, who died recently at his residence, College Chambers, under circumstances leading to the impression that he committed suicide, will be held at the Magistracy on Monday afternoon next, at 2.15 o'clock.

INSPECTOR Dymond, of Aberdeen Police Station, charged four grasscutters before Mr. C. A. D. Melbourne, this morning, at the Police Court, with trespassing on a Government plantation, near Stanley, and cutting grass there, yesterday. A plea of guilty was entered and each defendant was fined \$2.

SHORTLY before half-past six o'clock yesterday evening a fire broke out in a small matchshed, occupied by an Indian watchman, at Kowloon. The matchshed, or what is left of it now, was situated near Blackhead's Point. Firemen from Tsim-tsu-tai Police Station responded to the alarm and extinguished the flames before they got to any great proportion. The damage done is put down at \$20. The watchman, it appeared, had left a fire burning in the shed and had gone to Kowloon for a walk. A spark from the flames set the roof on fire.

JAMES Hill, the "star" in the Pig's Foot Case, heard at the Police Court yesterday morning, was conspicuous by his absence from Court this morning. On inquiries being made we were informed that Hill had secured the job he referred to yesterday, and following the order of Mr. F. A. Hazeland he was released from custody.

WE regret to state that Mr. Vida, riding in the steeplechase on Saturday, 10th inst., fell at the wall and ditch in front of the Grand Stand, and had to be removed to hospital with his right arm broken. Dr. Marshall was on the course, and needless to say promptly went to the assistance of the injured man.—*Shanghai Times*.

AT about nine o'clock yesterday morning a little boy named Tang S. L., three years of age, was drowned in Yau-mat Bay. He was playing on the deck of his mother's sampan, when he tripped and fell into the bay, disappearing immediately. The body was later recovered by the mother, who removed it to Yau-mat Police Station, and from there it was taken to the morgue.

A HOCKEY match will be played at 4.45 p.m., to-morrow, on the Club Ground, between the Club and Navy. The Club will play in colours, the following compose the team:—Rev C. G. Seale, goal; Messrs. L. Murphy (capt.), J. McGilvray, backs; A. B. Ogle, R. E. C. P. Chater, H. J. O. Barnett, halves; H. G. C. Bailey, P. F. C. Master, L. G. Bird, P. P. J. Wodehouse, and C. B. Down, forwards.

JU GMENT was delivered on 7th inst., in the Kobe Chito Saibansho, in the action brought by C. D. Wilkinson, solicitor, of Hongkong, and E. J. Grist, solicitor, also of Hongkong, against J. Clifford Wilkinson, mineral manufacturer, of Kobe, for the recovery of remuneration for services rendered, &c., amounting to ¥2,318, together with interest at the rate of 5 per cent. per annum. The claim of the plaintiff was dismissed with costs.

His many friends in Shanghai will be delighted to learn that news came to hand on Saturday, 10th inst., of the marriage recently of Mr. T. Morgan Phillips, M.C., to a charming American lady. The Shanghai Bar numbers no more deservedly popular member than Mr. Morgan Phillips and the whole community will be unanimous in tendering the best and sincerest of good wishes to him and the lady of his choice, says the *local Times*.

THE steamer *Wingchi*, which went ashore near Sham-shui-pu during the typhoon of the 18th September is still in the same position as when she first became stranded there. Workmen, we are informed, have been engaged trying to refloat the boat but each attempt has proved unsuccessful. Her engines are now being removed in order to lighten her. When this is accomplished another try will be made to get her off, which we hope will prove successful.

POLICE sergeant Sim, of Shamshui Police Station, assigned a constable named Lam Ho before Mr. C. A. D. Melbourne, this morning, at the Police Court, on a charge of being in unlawful possession of a quantity of clothing, valued at \$8. Among the clothing was found a Mandarin's gauze jacket. A Chinaman, who appeared as complainant, said that the bundle of clothing was left on board the *Wingchi* by him when she stranded near Shamshui-pu during the typhoon. Defendant admitted "finding" the bundle, and was fined \$25.

AT a meeting of the Royal Ark Mariners held in the body of the Naval and Military Royal Arch Chapter No. 302 S.C., a large gathering of companions, being present, the following "companions" were elected as office bearers for the ensuing year, and were duly invested to their respective offices by most Ex. Comp. H. Bentley—W. C. N. Bro. A. W. Hill; W. S. W. J. Wor. Bro. J. Smith; W. J. W. Bro. J. McI. Gibson; secretary Bro. J. Blake; Treasurer Wor. Bro. H. Bentley; Senior Deacon Wor. Bro. J. Roberts; Junior Deacon N. A. Johansson; Guardian Bro. Young Hee; Dir. of Cer. Bro. J. Hutcheson; Steward Bro. C. H. Parkinson; Warder Bro. J. Vanstone. After the election a very pleasant evening was spent.

A HAWKER named Tu Hong, who was looking for a friend at Yau-mat yesterday afternoon, struck an enemy. He had searched the country high and low trying to find a clansman and failing thought he would try the police station. Without excusing himself the man entered the Yau-mat Police Station by way of the back door. There the hunt ended. He was busily engaged in inspecting each cell in the hope of finding his chum in one of them, when the intruder was discovered. Instead of finding his friend he found him in a cell—and he bailed him out. Sergeant Appleton proceeded against him at the Police Court this morning on a charge of trespass. The hawker said he did not know the rule, and Mr. Hazeland discharged him with a caution.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 15th at 11.50 a.m.—The barometer has risen over the Loochoos, and fallen over N. Formosa and Mexico Sina.

The typhoon is gradually filling up to the South of Naha (Loochoos). It has moved slowly to the Westward since yesterday. Pressure has given way slightly over China and Japan. It is still high over the North of the Sea of Japan.

N. and N.E. gales will continue to prevail over the Eastern Sea, and fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate; fine.
2.—Formosa Channel, N.E. winds, fresh.
3.—South coast of China between Hongkong and Loochoos, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

BANKRUPTCY.

CHANG SHAN KOO'S AFFAIRS.

At the Supreme Court this morning, before his Honour the Chief Justice, presiding in Bankruptcy Jurisdiction, the matter of Chang Shan Koo, ex parte Sum Che Chuen, adjourned from last Thursday week, was again called on. Mr. M. W. Slade, instructed by Mr. R. F. C. Master, of Messrs. Johnson, Stokes and Master and Mr. F. X. d'Amada e Castro, appeared for the in jure of the creditors, Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, and Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the trustee, Mr. A. R. Lowe, while Mr. F. Paget Heit, of Messrs. Brutton and Heit, watched the proceedings on behalf of two of the creditors.

Sir Henry Berkeley, addressing the Court, moved that the motion of his learned friend be again postponed, or altogether expunged from the file. A great point had been made about the scheme of composition laid before the creditors, and which, it was said, failed because Ho Tung voted against it. As a matter of fact the trustee believed, and some of the creditors believed, that that scheme of composition was a bogus one.

Mr. Slade: My learned friend is not—
Sir Henry: I want to know for whom my learned friend is appearing. He is not appearing for Ho Tung, and he is not for the debtor.
Mr. Slade: Had the trustee done his duty I would have appeared for him, but I was forced to appear for creditors.

Sir Henry: I want to know the names of those creditors. I am entitled to have their names.

Mr. Slade: Well, you can have them all in time, but I have not got a list here.

Sir Henry: I want the names of those creditors for whom my learned friend is appearing, for if the solicitors have placed them wrongly on the file they will have to pay the costs.

His Honour: Oh, yes! we must have the names.

Mr. Slade: Very well, my Lord; I find we have a list here. They are as follows: Chun Hang King, Shum Che Chuen, the petitioning creditor, A. F. de V. Soares, Li Siu, Li Chun, and Li San Chuen, the last three represented by Ho Luk Tun and Chun Hok Ting.

Sir Henry: Ho Luk Tun had no proxy when he represented the three Lis at the meeting of the creditors. I have a preliminary objection to make to this appearance, for, as stated in the motion I filed to expunge the proofs of creditors' claims, those creditors are now asking the Court to do the very extraordinary thing of rescinding its own order. Who are these persons who are now asking for this order to be rescinded? They are recalcitrant creditors who have refused or neglected to come before the trustee and help him in the matter of disentangling the debtor's affairs, by proving their claims, and furnishing him with information regarding these affairs.

Mr. Slade: This is not a preliminary objection; it is going into the motion.

Sir Henry: Oh, yes! it is a preliminary objection, for it goes to prove that the men coming here are discredited, and have no locus standi in this Court. They cannot appear in Court as creditors, for they are represented by the trustee, body, soul and property.

Considerable discussion here followed between Sir Henry Berkeley and Mr. Slade, and then his Honour, addressing Mr. Slade, said he did not see how he could appear for the debtor as well as the creditors.

Mr. Slade: That, my Lord, the motion will show. I submit that my motion, which was set for two weeks ago, should take precedence, and be heard first.

His Honour: Yes, I think the motion should come first, and the objections can be heard afterwards.

Further discussion and argument hereupon followed and then Sir Henry said: Who is this petitioning creditor? He is a friendly creditor and holds an anomalous position on that account, and he has no standing here.

Mr. Slade: I should like to know for whom it is my learned friend appears?

Sir Henry: I appear for the trustee.

His Honour: The question is whether the debtor could apply by motion.

Sir Henry: Certainly. They have to prove that the debtor became a bankrupt because Ho Tung voted against the proposed scheme of composition. As a matter of fact it was not so—it was because the majority of the creditors voted for an impossible scheme.

This led to considerable further argument, and then the question of who was to be liable for the costs arose.

Sir Henry: If the debtor fails on his motion we must have it understood that the costs are to be a charge on the estate.

His Honour: I should think the question of costs will depend upon whether the motion is lost or not, as to who pays the costs.

Mr. Slade: My learned friend has been "hoist on his own petard," and is now beginning to see it! If the old decree were allowed to stand Ho Tung would take the whole of the estate, and there would be nothing left for anybody else.

His Honour: Your point then is that having voted against the proposed scheme of composition, and having declared and proved his claim at \$30,000, he cannot now be allowed by the Court to amend that statement of claim—that the Court has no power to permit him to do so?

Mr. Slade: There is no rule in the Bankruptcy Ordinance, my Lord.

Sir Henry: No rule is required to permit the Court, or any one, to do right.

Again considerable discussion followed, showing that on account of the proof of Ho Tung's claim against the bankrupt as being \$30,000, and his having voted against the proposed scheme of composition it was his fate that annihilated it, as it put the value of the debts due to those opposing as far greater than that of the debts due to the supporters, which would not have been the case if they had been proved at \$10,000 instead of \$30,000, as was now sought to be done. It was further considered that bankrupt had considerable amount of property hidden away, which would be lost to the creditors if the composition had been carried through.

Considerable argument along the same lines occupied the Court during the afternoon, and the matter was adjourned until next Thursday.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI SIKHS.

POLICE AGITATORS ARRAIGNED.

ACCUSED MUST FIND HEAVY SECURITY OR BE DEPORTED.

[From Our Own Correspondent.]

Shanghai, 15th November, 2.30 p.m.

As a result of the inquiries instituted by Major Hall, of the Baluchi Regiment, Tientsin, and a jemadar into the causes which led to the recent strike of Sikh policemen in the service of the Shanghai Municipal Council, ten Sikhs were arraigned before the Supreme Court to-day.

The evidence adduced clearly showed that the accused were the actual instigators of the strike and intimidated the other Sikhs into joining them in their demands for increased pay.

It was also shown that only the timely arrival of Major Hall in the Settlement prevented another strike taking place.

The Crown Advocate asked the Court to require the accused to provide substantial security for their future good conduct, or, in default, to order their deportation to India.

Seven of the prisoners were ordered to find security in the sum of \$1,000 each, while the other three were required to find sureties to the amount of \$500 each.

Should the accused Sikhs fail to obtain the security required they will again have to appear in Court, when they will be dealt with in a manner befitting their offence.

STEALING A BICYCLE.

SAILOR CHARGED WITH THEFT.

The little outing that Mr. A. E. Moy Hing had yesterday did not end well for some one stole his bicycle. Moy Hing, who resides at No. 12, Humphreys Avenue, Kowloon, came over to Hongkong yesterday and went for a bicycle ride to West Point. When he got as far as Western Street the machine broke down. He knew a friend living in the vicinity so he made for the house. Before leaving the bicycle at the foot of the staircase to enter the house Hing took the precaution to remove the bicycle chain and unscrew the back wheel tyre tube so as to be sure that it would be there when he came down. He was not long with his friend when a sailor, leaving the Sailors' Home, spied the boneshaker. Without satisfying himself that the machine was in a rideable condition, the sea dog picked up the machine and went down the road. In Queen's Road Central he ran up against Sergeant McLennan.

"What are you going to do with that bike?" asked the policeman of the sailor.

"Going for a ride!" was the reply.

"But you can't ride that," observed the policeman.

"I am taking it to have the front wheel repaired," said the sailor.

The officer examined the machine and found that the front wheel was all right. It was the back wheel that wanted repair. Having his suspicions he took the sailor to the Central Station. There he gave his name as George Preston, A.B., and sailmaker, sailing ship *F. F. Chapman*. After some further questioning Preston confessed. He was hard up. He saw the machine near a doorstep and stole it. He could have sold it for ten dollars, but he thought that a bit too cheap, and was on his way to another shop when he was arrested. He was charged with "unlawful possession." An hour or two later Moy Hing called at the Central Station and reported that he had lost a bicycle. He identified the machine in the station as his property, and the charge against Preston was altered to one of "larceny."

He came before Mr. F. A. Hazeland, at the Police Court this morning, and pleaded guilty to the charge. His Worship said he wanted to see the captain of the *F. F. Chapman* to know when his boat was sailing, before convicting Preston, and remanded the case until to-morrow to allow Inspector Warnock to produce the skipper.

SHIPPING AND MAILS.

MAILS DUE.
English (*Devanah*) 16th inst, 6 a.m.
Canadian (*Empress of Japan*) 18th inst.
American (*Albatross*) 19th inst.
German (*Roon*) 20th inst.
German (*Prinz Regent Luitpold*) 21st inst.
Indian (*Lalanga*) 26th inst.
The s.s. *Andalusia* left Singapore on 14th inst., and may be expected here on 20th inst.
The N. Y. K. s.s. *Kagoshima Maru* Bombay Line left Shanghai for this port on 14th inst., and is expected here on 17th inst.
The C. P. & Co. s.s. *Empress of Japan* arrived at Nagasaki on 14th inst., and left again at 7 p.m., same day, for Shanghai, where she is due to arrive at 10 p.m., on 15th inst.

TELEGRAM.

[Renter's.]

The Straits Currency.

LONDON, 13th November.

Mr. Churchill, in the House of Commons, said that the Governor of the Straits had strongly advised Lord Elgin not to abandon the fixed rate of exchange, on the ground that business would be dislocated and trade hampered. The Governor added that the leading bankers and merchants were entirely in accord with him, and that the sooner gold was made the legal tender, and preparations made to replace the dollar by one of less fineness, the better it would be for the community.

Lord Elgin considers that it is impossible to direct the Governor to suspend actions urgently required to meet a critical condition of affairs, for the purpose of enabling the House to discuss it.

Later.

The House of Commons.

The House of Commons rose at 9.40 this morning, after a nineteen-hour sitting on the Land Tenure Bill.

Naval Movements.

The Atlantic fleet, after hastily provisioning, left Gibraltar last night. It is believed that its destination is Tangier.

[N. C. D. News.]

A New Shipping Enterprise.

Tokio, November 9.

American and Hawaiian capitalists have formed a steamship company to trade between New York, Mexico, Atlantic ports, San Francisco, Honolulu and Oriental ports on the Pacific. They will commence their services in January with twelve chartered ships.

The Remodelling of the Grand Council.

Tokio, November 9.

The Kokumin considers the re-organization of the Great Council at Peking and the official departments, a temporary movement which inspires little hope for the introduction of Constitutional Government.

The Asahi says there is no hurry for the official re-organization and further reforms might be made pending the promulgation of a Constitution.

"A DANGEROUS MAN."

COWARDLY ASSAULT AT QUARRY BAY.

Quarry Bay coolies are getting in front of the limelight nowadays. A few days ago a free-fight in the Shipyard was narrowly averted by the timely intervention of an Indian watchman. Yesterday afternoon, however, there was no Indian watchman to act as peacemaker and a fight which occurred resulted in the head fireman of the Tokio Sugar Refinery being seriously assaulted and stabbed on the head—non-seriously—with a knife.

The head fireman is a black man, while most of the other coolies employed under the firemen are of different clans. On Tuesday afternoon there was a row between the head fireman and the coolies. The fireman had occasion severely to admonish his underlings for quitting work before the arrival of their relief. The coolies were highly insulted and said they would "fix" the fireman. Yesterday afternoon after the days work was over the insulted ones—numbering about ten men—waited the arrival of the head fireman outside the works. As soon as he appeared on the scene the coolies set upon him. While one held him, by the queue, the others landed out some terrible blows at the fireman who was soon knocked out. When he limped into Shan-ki-wan Police Station he was bleeding freely from a cut on the head. His wounds were attended to by the police, and after a search two men were arrested and charged with assault. They were placed before Mr. F. A. Hazell, at the Police Court this morning. The complainant, whose head was in a bandage, and who found it difficult to stand erect, owing to pain, which he said he felt all over, gave evidence, saying that the first defendant was the ringleader.

He is a dangerous man, said his Worship, addressing Inspector Robertson, in pronouncing sentence. "See that he is deported." The first defendant was fined \$25 and the second \$10. They were also bound over in the sum of \$100 each to be of good behaviour for three months. "If you come up here again," concluded the Court, "I will not only fine you \$500, but will give you stocks."

THE TYPHOON.

IMPERIAL MOUNTY.

The following decree was issued on the 9th inst.:

After having read the memorial presented to us by Tsen Chuen-hsuen, Viceroys of the Liang Kwang, by which we are informed of the calamity which has befallen our people in the shape of a most destructive typhoon, all along the South China coast, including Hongkong, Canton and many other cities, and which has been the cause of many hundreds of our dear subjects' death, our heart is filled with compassion, and we send our sympathy to all those who have been in any way injured by this disaster and particularly to those who have been deprived of relatives and friends. As an outward expression of our sorrow and compassion for their losses and sufferings, we order that 200,000 taels be taken out of the Kwangtung Provincial Treasury to be distributed among them, and in this, we must also command our officials to see that the sum granted is rightly used and only for the purpose which is meant by us.

AN ENLIGHTENED OFFICIAL.

AND HIS GOOD ADVICE.

[From a Correspondent.]

Canton, 14th November.

At the reception given some days ago at the Sun Wui Chamber of Commerce, in honour of H.E. Wu Ting Fang, at which over one thousand representative officials and merchants were present, with Mr. ung Sai Ngam in the chair, some very interesting speeches were made by the chairman and H.E. Wu Ting Fang. In introducing the guest of the evening, the chairman said that H.E. Wu, their compatriot, whom they had there assembled to honour, was a barrister-at-law, having been called to the bar some years ago in London, and was the compiler of the new commercial laws of China. At the present time the Government had under consideration the idea of becoming a constitutional government, and the people themselves were adopting very many reforms. He, the chairman, therefore, was going to ask H.E. Wu to be kind enough to give them the benefit of his great experience, and advise them as to their *modus vivendi*. H.E. Wu then stood up on the platform, and addressing the company assembled said: "We are people of the Middle Kingdom, and therefore we should not allow ourselves to make use of exaggerated language. We know that the Kingdom is poor and weak, because the people do not improve their ways, and adopt more modern methods, especially in trading. They don't understand that foreigners are very shrewd and careful, and look far ahead into the future, particularly in matters relating to manufacturing industries. They not only consider the question of home consumption, but also of the demands of foreign markets. They send their goods manufactured in foreign countries, and import in exchange the raw materials. In general business affairs we should endeavour to follow the example of Japan; we must not be idle, but patient and energetic like Western people. Although but very few of us can afford to go abroad to be educated, still we must endeavour to induce students to study more modern books, and also, with that end in view, establish more modern schools and colleges. As regards education, the student in Europe is not as the student in China. There they do not all hope to become officials, but desire to acquire a good general education, to enable them to start at an early date working for themselves, so that they may become independent and enjoy liberty. As regards constitutional government, there must be a more educated people before it can be successfully established. Some years ago when America declared war against Spain, a wealthy citizen of New York raised and maintained a regiment of soldiers, at his own expense, for the honour of his country, and the people felt that even if their sons were killed in the war they would gain a certain amount of glory as patriots. But in Constitutional Government, it is necessary that the House of Lords should be in accord with the House of Commons, for we would not like to see a Government in which one House obstructed the mode of administration introduced and advised by the other. I wish you would all read more newspapers, so that you may learn about, and understand, all matters relating to foreign affairs, and I also hope you will all try to send your sons and younger brothers to school at as early an age as possible. Confucian teaching is good, but if any foreign system proves to be better, we must adopt it. I wish also to impress upon you that you should begin to give your sons and younger brothers all the teaching and instruction in your power, so as to prepare them, when the time comes to be, if called upon, members of Parliament, which will go far to make Chinese subjects honoured and respected, and which also will please and gratify me very much, as your compatriot."

Upon the conclusion of this speech the company applauded for a long time. Later on there was a dinner-party in the General Chamber of Commerce hall, at which a very large number were present, when the healths of His Imperial Majesty the Emperor of China, and of H.E. Wu were drunk with acclamation.

HINDOOS IN VANCOUVER.

HONGKONG ASKED TO TAKE ACTION.

At a meeting of the Vancouver Municipal Council held last month, the Mayor called attention to the Hindu invasion and said that he had been practically forced to take action by reports received from the medical health officer and other officials, as to the unsanitary conditions in which the Hindus were living. He came from 15 to 20 in shacks only fitted to accommodate one. Things indicated also that hundreds of them would be faced with starvation in the winter. He asked the city clerk to read some telegram that had been sent. One sent to the under Secretary of State for the colonies, Mr. Winston Churchill, and also to the Secretary of the colony of Hongkong, was as follows:

"East Indians being shipped to B. C. in large numbers under misrepresentation respecting state of labour market. Feeling very acute against people responsible, as liable to be large numbers amongst destitutes. Please take such action as you may deem necessary to prevent further shipment."

One to Sir Wilfrid Laurier read: "City of Vancouver will not stand for any further dumping of East Indians here. Mass meeting called to consider active preventive measures, unless definite authoritative assurance received that government has prohibited the importation of these undesirable immigrants." Both of these were signed by the Mayor.

The Colonial Secretary at Hongkong replied: "Indians mostly in transit from India. Advise you should ask Canadian Government to approach Government of India."

Sir Wilfrid Laurier answered: "With reference to this telegram Government not prepared at this moment to take action, but will wait for further communication on the matter."

THE SUGAR INDUSTRY IN FORMOSA.

ENCOURAGING PROSPECTS.

In reference to the sugar industry in Formosa, the *Osaka Mainichi* has an interesting article. Our vernacular contemporary observes that there are at present three sugar refining companies in Japan—the Tokio and Osaka Sugar Refining Companies, which have recently been incorporated, and the Daiichi Sugar Refining Mill. In addition to these, two new companies are being formed in Yokohama and Nagoya, and the incorporated company is taking steps for the establishment of a branch mill in Nagoya, so that the sugar industry is steadily increasing. All these companies have to look to Java for crude sugar. In view of this fact, the Government and the Formosan authorities have been putting forward efforts for the encouragement of the sugar industry in Formosa, but with little result, as the quality of crude sugar produced in Formosa has been found to be inferior in quality.

Lately sugar cane has been imported from Java and replanted in Formosa with very satisfactory results, crude sugar in no way inferior to that produced in Java being obtained. This has encouraged the formation of many companies in Formosa for the production of crude sugar, with a view to supplying the increasing demand in Japan, to checking the importation of crude sugar, and also to developing the resources in the new territory. The formation of such companies in Formosa is carried out under advantageous circumstances, as substantial subsidies are granted to the industry by the Formosan Government in accordance with the Sugar Industry Encouragement Regulations, in addition to a certain immunity in respect of the tax on sugar. This has led the Formosan Sugar Company to increase its capital from ¥1,000,000 to ¥5,000,000, and also the formation of the Oriental Sugar Manufacturing Company, the shares of which are on the market, and of a company projected by Messrs. Asada and Ogawa, while the incorporated sugar refining companies of Osaka and Tokyo, and the Daiichi Sugar Refining Mill, have been encouraged to establish branch mills in Formosa. These new companies and mills will not only undertake to reclaim waste land and cultivate the sugar cane themselves, but intend to buy up small sugar mills at present carried on by Chinese or foreigners with small capital of ¥500,000 to ¥300,000. Each of the new companies' mills anticipated the production of 120,000 to 130,000 casks of crude sugar annually.

Crude sugar at present consumed by the Tokio and Osaka Sugar Refining Companies and the Daiichi Sugar Refining Mill, amounts to about 250,000 piculs a month, and when the material required by the new companies now being formed in Nagoya and Yokohama is added, the total will be at least 260,000 piculs. Under these circumstances, even if all the new companies and mills projected in Formosa are put into full operation, they will scarcely be able to meet the demand for crude sugar in Japan.

In conclusion, the *Osaka Journal* remarks that, while it is maintained in Japan that too many sugar-refining companies are cropping up in Formosa, their number is, as a matter of fact, too few, and it is urged that, when experiments prove conclusively that crude sugar of good quality can be produced, the cultivation of the sugar cane must be encouraged and extended to the utmost.—*Japan Chronicle*.

BANGKOK CURRENCY.

SHORTAGE OF THE C. IN

Says the *Hongkong Times* of the 26th ult.: The currency question is not yet finally solved, and at the present moment, we are assured, the situation is becoming really difficult. Ticals are badly needed now that a good deal of paddy is coming down from up-country, but there is a genuine shortage of the coin. That shortage is caused by the smallness of the production at the Mint and by the large amount that has had to be shipped off to Puket. As a result of the present situation, some uncertainty is coming to be felt as to the future of the tical. One rumour is that the Government will try to raise its selling price possibly to 1s. 6d., and on the other hand, with the prospect of at least a 75 per cent. rice crop there is the possibility that the exchange value of the coin may go down. Naturally it will be much better for trade generally if the tical can be maintained practically at a fixed value, and the suggestion that the treasury price may go to eighteen pence causes apprehension to the exporter. But the present shortage ought not to last much longer, and it is suggested that, to tide over the difficulty, the Government should give the banks a loan from the reserve. The suggestion will no doubt be considered, as the rice trade will have difficulties enough apart from the currency one.

In another article, on the 28th ult., the same paper remarks: The British Consul, in the latest report issued by the Foreign Office on the trade of Bangkok, cordially approves of the proposal to introduce a gold coinage in Siam, and suggests in addition the introduction of a new silver coin of the value of half a tical. Singapore is taking a preliminary step towards the introduction of a gold coinage, but there the question is complicated by the practical necessity of the gold coin being the sovereign, while the dollar stands at 2s. 4d. In Siam, however, gold pieces of 10 and 20 ticals would be very convenient, and might possibly tend to check any tendency to increase the selling price of the tical. Mr. Lyle puts the rise in the exchange value of the tical to 1s. 3d. as equivalent to a 72 per cent. charge against the exporter, and since that was written the tical has reached 1s. 4d. The local stores have now begun to allow a discount of 10 per cent. on their bills, but that has not affected the cost of labour and raw material, while due note is taken in the report of the excessive competition among the chief exporters. It is true the present may not be a very happy moment to propose more work for the Mint, but that institution can of course be organised to do what is required of it, and the gold coinage seems the natural complement of the efforts that have been made to give stability to the monetary system of the country.

THE DAIRY FARM COMPANY, LIMITED.

STILL AT WHAMPON.

[From a Correspondent.]

Canton, 14th November.

H.E. Shum, ex-vice-roy of the two Kwang, is still at Whampoa, delayed there owing to certain portions of the machinery of the *Anping* having broken down, and having to be put under repairs. The breakdown is very slight, however, and the *Anping* is expected to be patched to Whampoa at an early date to embark H.E. Shum for Shanghai.

The directors herewith present to the shareholders a statement of the Company's accounts for the year ended 31st July, 1906. The profit for the year, after writing off \$13,331.85 for depreciation and bad debts, and providing for directors' and auditors' fees, amounts to \$60,055.96, from which it is proposed to pay a dividend of one dollar and thirty cents per share, absorbing \$12,500; to transfer to reserve \$25,000; and carry forward \$2,555.96.

Directors.—The Hon. Mr. Edward Osborne and Dr. Noble retire by rotation but are eligible for re-election. Auditor.—The annexed accounts have been audited by Mr. W. Hutton Potts who offers himself for re-election at this meeting. EDWARD OSBORNE, Chairman.

BALANCE SHEET, 31ST JULY, 1906.

Capital.	
25,000 shares @ \$7.50 each, \$187,500	
Less \$1.50 per share not called up	37,500
	\$150,000.00
Cattle Reserve	25,000.00
Dividends uncollected	2,000.00
Accounts payable	21,670.11
Balance of profit and loss a/c	60,055.96
	\$257,234.12

Assets.

Cattle	\$57,234.12
Buildings and property	\$48,962.47
Less written off	8,969.47
	40,000.00
Furniture, machinery and store	\$10,427.00
Less written off	2,427.00
	8,000.00
Cash in hand and at bank	28,220.91
Share investments and mortgages	49,450.00
Steam launch	\$5,000.00
Less written off	1,000.00
	4,000.00
Accounts receivable	34,227.27
Stocks on hand	3,993.58
	\$257,234.12

PROFIT AND LOSS ACCOUNT.

Dr.

July 31st, 1906.	
To directors' and auditors' fees	\$2,700.00
To repairs and renewals	3,554.70
To written off:	
Steam launch	\$1,000.00
Furniture, &c.	2,427.00
Buildings	\$8,969.47
Bad debts	9.88
To balance	13,331.85
	\$79,645.51

Cr.

Aug. 1st, 1906, July 31st, 1906.	
By balance from last year	\$2,864.34
By interest	2,756.39
By scrip fees	44.00
To balance of working account	73,980.78
	\$79,645.51

S. A. SETH, Secretary.

MURDER OF A FOREIGNER IN PEKING.

The following telegram was published by the *P. and T. Times* of the 4th inst.:

"Peking, November 4th.—Last night a foreigner was reported to have been murdered in the south-east district of the Tatar city. The body has been identified as that of a British subject named H. J. Pless, of the firm of H. J. Stone & Co., and murderer is said to be a Chinese."

"From another source it is learned, Pless was shot by a Chinese who has escaped, and that the body was buried yesterday."

As soon as the above information was received, the *Daily News* (Chefoo) telegraphed to Peking for further details. The following telegram was received in reply last night.

Peking, November 6.—Harry Pless was murdered by a coolie near the Hatamen. There is scarcely any motive for the crime except revenge as Pless' watch and a sum of money were in his pockets when his body was found.

During the evening Pless was playing cards with friends when he was called out by a trick message. He was never seen alive again by his friends.

Recently Pless had trouble with a coolie whom he whipped. The coolie complained to the British legation and Pless, while denying he was in the wrong, agreed to pay damages to the man. This man is now missing. The Chinese and British authorities are investigating the matter.

Harry J. Pless was very well-known in Chefoo. He lived here several times in recent years and was engaged in various commercial pursuits.

"In the autumn of 1904 he went to South Africa in the service of the Transvaal immigration bureau, and as he was thoroughly conversant with the Chinese language was a valuable assistant. He returned to Chefoo last year, and remaining here a few months accepted a position with the British-American Tobacco Company and was engaged in travelling for that company between Hankow and Peking."

About 5 months ago he left the tobacco company to engage in business for himself in Peking under the firm name of H. J. Stone & Company.

When Pless first came to Chefoo he was in the Chinese maritime Customs service.

10 PER CENT. DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our Patrons and the Public, OUR PRICES WILL BE REDUCED 10 PER CENT. dating from 1st November, until further notice.

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, 11th November, 1906.

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY,

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER.

PIANO

AND

APOLLO
PIANOLA,

\$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906.

MOET & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

TO

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OF

FRANCE AND THE UNITED STATES

Per Case 12 Bottles \$57.00

" 24 1/2 Bottles 62.00

SOLE AGENTS:

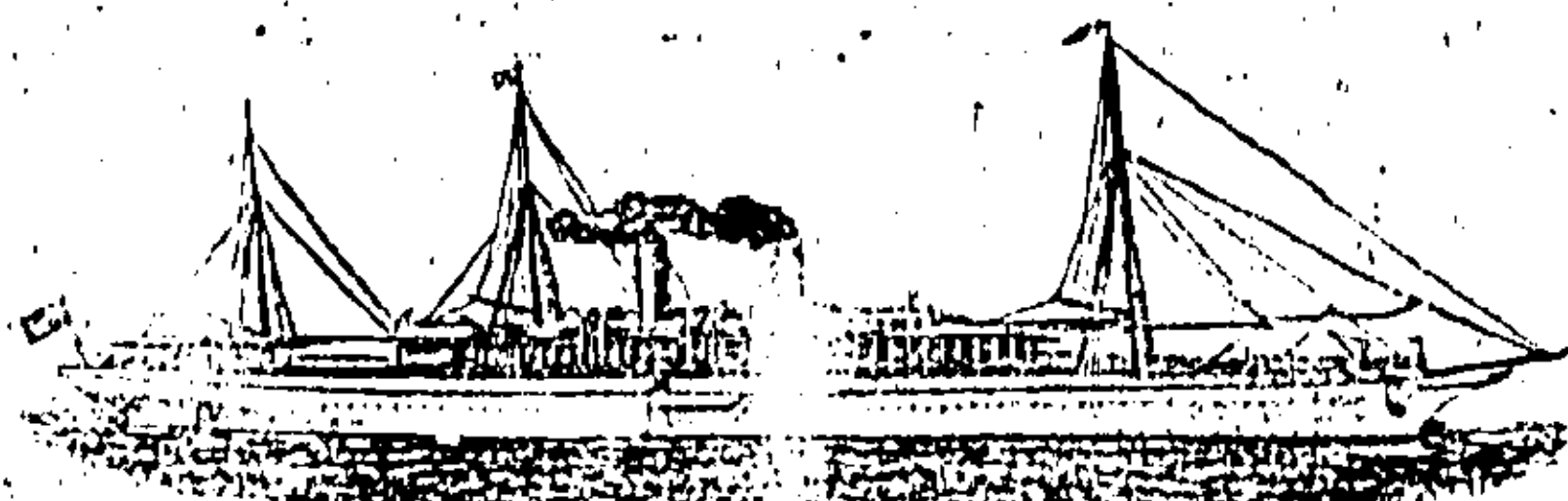
H. PRICE & CO.,

WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th November, 1906.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA" 5,000	THURSDAY, November 22nd.....December 10th
"ATHENIAN" 3,852	WEDNESDAY, November 28th.....December 22nd
"EMPERESS OF JAPAN" 5,000	THURSDAY, December 20th.....January 7th
"MONTEAGLE" 5,163	WEDNESDAY, December 26th.....January 19th
"EMPERESS OF CHINA" 5,000	THURSDAY, January 17th.....February 4th
"TARTAR" 4,425	WEDNESDAY, January 23rd.....February 16th

"EMPERESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....14d St. Lawrence 60s. Via New York 60s.
Steamers, and 1st Class on Railways.....40s.
R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
J. W. GRADDOCK, Acting General Agent,
Hongkong, 14th November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamer	On
MANILA	LOONGSANG	FRIDAY, 16th Nov., 4 P.M.
SAMARANG & SOERABAYA	FAUSANG	FRIDAY, 16th Nov., 4 P.M.
SHANGHAI	CHOYSANG	TUESDAY, 20th Nov., Daylight.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	FRIDAY, 23rd Nov., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chinghai, Tientsin, Newchwang and Yangtze Ports
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th November, 1906. [16]

CHINA NAVIGATION CO., LIMITED.

For	Steamer	On
KOBE	TSINAN	16th November.
SWATOW, TSINGTAU, WEI-HAI-WEI, CHEFOO and TIENTSIN.	HUICHOW	17th "
NINGPO and SHANGHAI.	KANSU	17th "
SHANGHAI	PAOTING	19th "
MANILA	TAMING	21st "
SHANGHAI	SHAOHSING	21st "
SHANGHAI	YCHOW	23rd "
SHANGHAI	KIUKIANG	26th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK, TOW, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* The Attention of Passenger is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duty qualified Surgeon is carried.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

ROUTIER & CO. SWIRE,

Hongkong, 15th November, 1906. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBL	1,200	R. Almond	AMOI AND MANILA	FRIDAY, 16th Nov., 5 P.M.
ZAFIRO	1,200	R. Ronger	MANILA (DIRECT)	SAURDAY, 24th Nov., 11 Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th November, 1906. [17]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	Sailing Date
"BRAEMAR"	SAURDAY, 17th instant, at 5 P.M.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th November, 1906. [18]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidsides, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.			
	Capt.	Jaeger	2nd December.
HOHENSTAUFEN		Bahle	2nd January.
SILESIA		v. Doehren	1st February.
SCANDIA		Filler	4th March.
HAMBURG		v. Hoff	3rd April.
RHENANIA		Jaeger	1st May.
HOHENSTAUFEN		Bahle	1st June.
SILESIA		v. Doehren	1st July.
SCANDIA			

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.			
RHENANIA	Capt. v. Hoff	14th December.	
HOHENSTAUFEN	Jaeger	11th January.	
SILESIA	Bahle	8th February.	
SCANDIA	v. Doehren	22nd March.	
HAMBURG	Filler	5th April.	
RHENANIA	v. Hoff	17th May.	
HOHENSTAUFEN	Jaeger	14th June.	
SILESIA	Bahle	12th July.	
SCANDIA	v. Doehren	9th August.	

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	21st November.
FOR TSINGTAU, NAGASAKI and DAPHNE	24th November.
FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	26th November.
FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	28th November.
FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	30th November.
FOR SHANGHAI, KOBE & YOKOHAMA ANDALUSIA	31st November.

NEXT SAILINGS HOMEWARD.

VIA STRAIT, COLOMBO AND ADEN.	21st Nov.
FOR HAVRE, ANTWERP and HAMBURG SITHONIA	20th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG RHEINANIA	14th Dec.
FOR HAVRE and HAMBURG ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG SILESIA	25th Jan.
FOR NAPLES, HAVRE and HAMBURG SILESIA	8th Feb.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 16th instant, and will be followed by the Steamship

"FLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 12th November, 1906. [1011]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH"

will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 24th October, 1906. [1134]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"EASTERN"

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th November, 1906. [105]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, SALINA CRUZ, CALLAO

and IQUIQUE, via JAPAN PORTS.

Will be sent to VAI PARAISO, if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA,
Manager.

Yok Building,
Hongkong, 12th November, 1906. [648]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES

Notices of Births, Deaths, and Marriages at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job printing of all descriptions undertaken.

PROGRAMMES

PAPER FILLS

CARTS

CIGARETTES

RISER

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE NEW JAPANESE BUDGET.

GOVERNMENT ECONOMY.

We (Japan Chronicle) learn from vernacular contemporaries that the estimates of all Government Departments for the next fiscal year have been sent in to the Finance Department, with the single exception of the estimate for the administration of Saghalien. This delay is due to the recently unsettled jurisdiction of the administration of the new territory. Now that it has been decided that the administration is to be under the control of the Home Department, the estimate will be submitted in a few days.

The total amount demanded by the various Departments, we understand, shows an increase of about ¥100,000,000 on the estimates for the present fiscal year. The available revenue, however, is unable to respond to so heavy a call, and the Finance Department has consequently reduced the amount to less than half. A deficit is to be met by the surplus from last year's estimates, a surplus from the war fund, and the compensation for the maintenance of Russian prisoners, which is receivable from Russia. The Finance Department has firmly decided to avoid having recourse to any further increase of taxation or issue of bonds.

FIRE ON THE "BARON ARDROSSAN."

A NARROW ESCAPE.

On the 21st ultimo, a fire broke out on the steamship Baron Ardrossan (Captain Kennedy), for which the Nippon Yusen Kaisha are agents, when on a voyage from Antwerp to Japan, in lat. 12.05 deg. N., long. 117.32 deg. E., the vessel being about 2,200 miles from Yokohama in the China Sea, four days out from Singapore.

From the entry in the log book of the occurrence, given in the Japan Herald, it appears that at 1 p.m. on that day smoke was seen coming from the ventilators of No. 4 hatch, in which forty tons of dynamite were stowed. All hands were called to fire stations and the steam injector was got ready, the engines being stopped to prevent all draught. When the hatches were removed a volume of suffocating smoke poured up, appearing to come from the after end of the lower hold, where some hundred tons of fish manure were stowed with the dynamite. Work was begun in shifting the bags of manure, the suffocating smoke being kept under by playing water on the bags. By about 3 p.m. the smoke was sufficiently cleared to enable the work of shifting the bags to be renewed. Finally a body of red fire was reached, and with buckets going and shovels a large quantity of it was passed over the side. All this was done up the side of the cases of dynamite, the men using planks for getting at the bags of manure, which were turned over with chain hoods. At 8 p.m. the captain shaped the vessel's course for Manila. Meanwhile water was kept constantly playing on the manure and all hands were kept at work all night turning over and shifting the bags. By midnight all the red hot bags had been passed over the side.

At daylight on the following day (October 22nd) smoke was seen issuing from the starboard side and the heat in the hold became almost unbearable. Water was played into the hold till the smoke had abated, when the bags from the centre were shifted till they formed a dam and water was poured into the opening. When the water had filtered through the work of removing the bags was continued and all the burnt ones put over the side, those that could be saved being spread over the hold. The temperature in the hold at one time reached 102 degrees. Work was continued up to noon, when the Captain satisfied himself he had got to the seat of the fire, and the voyage to Yokohama was resumed at all speed.

The forepart of the hold was full of valuable general cargo which the Captain reports as totally undamaged, although if the steam injector had been used and the hold closed and rendered air-tight, all the cargo in the hold would have suffered. Captain Kennedy and his officers and men are to be congratulated on their courageous efforts in saving the property entrusted to their charge and on the success which attended them.

"DISASTER" IN CEYLON.

TRAIN FALLS OVER EMBANKMENT.

From Ceylon exchanges to hand to-day, we learn that the break of the North-East Monsoon has been characterised by an unusually heavy rainfall and consequent flooding of the valleys. Several landslides entailing loss of life are also reported.

More serious of all, however, is the accident, on the night of October 27, to a railway train, near Hattori. Owing to landslides on the line, the train service was disorganised, and two trains had been amalgamated. There was a considerable number of third-class passengers (natives). Only one European passenger, Sister Frances, Sister of Mercy, is known to have been in the train, but a sergeant's kit and helmet having been found in the debris it is feared that Staff Sergeant Major Clarke, Royal Engineers, is amongst the dead.

TERRIBLE SCENE.

The night was dark and the train either ran into a gap in the line which had been made by a bridge over a cut having been washed away, or the bridge gave way when the engine was on it, the foundations having probably been carried away by the water.

The engine went thirty feet down the incline. The composite carriage next to the engine was telescoped, and the remainder of the train, consisting of a third-class carriage and the guards' van remain in the gap. The awful nature of the catastrophe which thus befell the unfortunate passengers and train officials can be imagined. The darkness, the rain, the terrible position in which engine and carriage were placed, and the absence of any assistance ranks the calamity among the most

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE P. & O. Steamship

"DELTA"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mooltan*, 9,525 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia* due in London on the 29th December. Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 13th November, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN,"
Captain J. Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 27th November, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *ERNEST SIMONS* 11th December.
S.S. *POLYNESIE* 25th December.
S.S. *CALÉDONIEN* 8th January.
S.S. *SALAZIE* 22nd January.
S.S. *OCEANIE* 5th February.

G. DE CHAMPEAUX,
Agent.
Hongkong, 14th November, 1906.

NORTHERN PACIFIC LINE.
HUSTON STEAMSHIP COMPANY.
HUSTON TUG-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJIBOKE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Tremont</i>	9,606	T. W. Garlick	27th Nov.
<i>Pleasant</i>	3,753	F. G. Purington	20th Dec.
<i>Lyra</i>	4,417	G. V. Williams	29th Dec.
<i>Shawmut</i>	9,606	E. V. Roberts	23rd Jan.
<i>Hyades</i>	3,753	J. Alwen	30th Jan.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 5th November, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GAZELLE".....14th November.

S.S. "SATSUMA".....11th January.

FOR NEW YORK.

S.S. "ST. PATRICK".....10th December.

For Freight and further information, apply

DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th November, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY \$22.50

..... 20.00

..... 16.75

..... 20.00

..... 12.50

..... 10.50

..... 20.00

..... 13.75

..... 20.00

..... 20.00

..... 16.00

..... 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 15th May, 1906.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$10,250,000 \$2,000,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$815 London 264.10
National Bank of China, Limited	10,025	£7	£6	{ £12,735 \$10,000	\$74,099	\$1 (London 3/5) for 1903	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000	\$133,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$1,111 \$1,538.84 \$160,279 \$800,000 \$1,000,000 \$1,000,000	\$279,271	Interim div. of £30 for 1905	4 1/2 %	\$775 sellers
Vangtsze Insurance Association, Limited	8,000	\$100	\$50	{ \$1,000,000 £20,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 £20,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 £20,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$422,618	\$25 for 1904	7 1/2 %	\$334 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$21	{ \$6,000 \$26,138 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 £20,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$24 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	\$15	\$15	{ \$600,000 \$144,386 £120,000 £280,958 £2,452	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$274
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	{ £10,000 Tls. 10,000 Tls. 5,000 Tls. 5,000 Tls. 5,000 Tls. 5,000 Tls. 5,000 Tls. 5,000	£2,452	10/- @ ex. 2/11 = \$1.61 Interim div. of Tls. 2 1/2 a/c 1906	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 5,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000	Tls. 23,556	{ Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 56 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ Tls. 5,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000	Tls. 23,556	{ Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 56 sales
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,444 \$6,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$218	{ Interim div. of Tls. 2 1/2 a/c 1906	4 1/2 %	\$251 buyers
Star Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 5,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000 £100,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$810,000 £81,000 \$810,000 \$810,000 \$810,000 \$810,000 \$810,000 \$810,000	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$132,588	\$1 for 1897	...	\$22
Lerak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 £7,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.6.04	...	Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £110,000 \$1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000 £1,000,000	£12,546	{ Final of 1/- (No. 7) making 2/1 for year ended 28.2.06	7 %	Tls. 920 sales
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	{ none \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Sub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. £8,745	No. 12 of 1/- = 48 cents	...	\$9
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 £18,000 \$70,000 £18,000 \$70,000 £18,000 \$70,000 £18,000	\$8,915	\$2 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 £40,000 \$50,000 £40,000 \$50,000 £40,000 \$50,000 £40,000	\$20,040	\$24 for a/c 1906	6 1/2 %	\$88 buyers
Whampoa and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000	\$39,087	\$6 for first half-year ending 30.6.06	8 %	\$151
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000	\$3,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 5,000,000 £55,700 Tls. 5,000,000 £55,700 Tls. 5,000,000 £55,700 Tls. 5,000,000 £55,700	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 106 buyers
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,000,000 £32,000 Tls. 3,000,000 £32,000 Tls. 3,000,000 £32,000 Tls. 3,000,000 £32,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 buyers
Vangtsze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 700,000 £7,500 Tls. 700,000 £7,500 Tls. 700,000 £7,500 Tls. 700,000 £7,500	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000	none	First year ended 30.6.1906	10 1/2 %	Tls. 105
Shanghai Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$250,000 £10,000 \$250,000 £10,000 \$250,000 £10,000 \$250,000 £10,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$281 buyers
Central Stores, Limited	6,000	\$15	\$15	{ \$90,000 £6,000 \$90,000 £6,000 \$90,000 £6,000 \$90,000 £6,000	\$4,719	{ \$2.40 on \$12 for 1905	13 1/2 %	\$151 buyers
Do. (new issue)	24,000	\$15	\$15	{ \$360,000 £24,000 \$360,000 £24,000 \$360,000 £24,000 \$360,000 £24,000	none	7 % on \$74 for 1905	...	\$151 buyers
Do. (Founders)	123	\$15	\$15	{ \$1,845 £123 \$1,845 £123 \$1,845 £123 \$1,845 £123	\$648,975	None	...	\$122
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$500,000 £10,000 \$500,000 £10,000 \$500,000 £10,000 \$500,000 £10,000	\$10,057	\$5 for first half-year for 1906	9 %	\$122
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$1,000,000 £10,000 \$1,000,000 £10,000 \$1,000,000 £10,000 \$1,000,000 £10,000	\$67,839	Interim div. of \$33 account 1906	6 1/2 %	\$202 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 £9,000 Tls. 225,000 £9,000 Tls. 225,000 £9,000 Tls. 225,000 £9,000	Tls. 1,935	Final of 6/- = 10/- for 1905	10 1/2 %	Tls. 151 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 £2,000 \$200,000 £2,000 \$200,000 £2,000 \$200,000 £2,000	\$4,999	Final of \$6 making \$10	12 1/2 %	\$122 buyers
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	{ \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000 \$50,000 £10,000	\$5,070	80 cents for 1905	7 %	\$121 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000	\$574	\$24 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 869,493 Tls. 17,000 Tls. 17,000 Tls. 17,000 Tls. 17,000 Tls. 17,000 Tls. 17,000 Tls. 17,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 96 sales
Do. do. (new issue)	26,000	Tls. 50	Tls. 50	{ Tls. 17,000 £26,000 Tls. 17,000 £26,000 Tls. 17,000 £26,000 Tls. 17,000 £26,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 96 sales
West Point Building Company, Limited	2,500	\$50	\$50	{ none \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000	\$772	Interim div. of \$2 account 1906	8 %	Tls. 571 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 £15,000 Tls. 45,939 £15,000 Tls. 45,939 £15,000 Tls. 45,939 £15,000	Tls. 100,000	Tls. 8 for year ended 30.9.1905	11 %	Tls. 741 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$10,000 £125,000 \$10,000 £125,000 \$10,000 £125,000 \$10,000 £125,000	\$21,660	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 £10,000 Tls. 100,000 £10,000 Tls. 100,000 £10,000 Tls. 100,000 £10,000	Tls. 18,718	3 % a/c 1898	...	Tls. 70 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none \$8,000 \$8,000 \$8,000 \$8,000 \$8,000 \$8,000 \$8,000	Tls. 35,986	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 £2,000 Tls. 18,456 £2,000 Tls. 18,456 £2,000 Tls. 18,456 £2,000	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$4,000 \$4,000 \$4,000 \$4,000 \$4,000 \$4,000 \$4,000	\$1,066	\$7 for 1905	7 %	\$101 buyers
Jell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £814 \$8,604 £814 \$8,604 £814 \$8,604 £814 \$8,604	£814	1/3 per share for 1905	8 1/2 %	\$72 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$1,200 \$1,200 \$1,200 \$1,200 \$1,200 \$1,200 \$1,200	\$1,097	\$3 for 1905	9 1/2 %	\$12
China-Borneo Company, Limited	6,000	\$10	\$10	{ none \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000 \$6,000	Nil.	\$1 for 1905	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 £4,000 Tls. 30,000 £4,000 Tls. 30,000 £4,000 Tls. 30,000 £4,000	Tls. 789	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 60 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ Tls. 500,000 £50,000 Tls. 500,000 £50,000 Tls. 500,000 £50,000 Tls. 500,000 £50,000	\$1,219	60 cents for year ended 30.6.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 £100,000 \$1,000,000 £100,000 \$1,000,000 £100,000 \$1,000,000 £100,000	\$4,581	80 cents for 1905	8 %	\$91
Dairy Farm Company, Limited	25,000	\$74	\$6	{ \$1,850,000 £25,000 \$1,850,000 £25,000 \$1,850,000 £25,000 \$1,850,000 £25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$18
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$2,000,000 £200,000 \$2,000,000 £200,000 \$2,000,000 £200,000 \$2,000,000 £200,000	\$52,291	Int. div. of 75 cents for year ended 30.6.06	10 1/2 %	\$129 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 £21,000 \$420,000 £21,000 \$420,000 £21,000 \$420,000 £21,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$24 sellers
Hongkong Electric Company, Limited	50,000	\$10	\$10	{ none \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000 \$50,000	\$2,568	{ \$1.00 60 cents } for 10 months ending 28.2.06	8 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$125,000 £1,250 \$125,000 £1,250 \$125,000 £1,250 \$125,000 £1,250	\$2,796	1st div. of \$24 for 10 months ending 18.10.05	10 1/2 %	\$236
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 £5,000 \$125,000 £5,000 \$125,000 £5,000 \$125,000 £5,000	\$3,776	Int. div. of \$4 for year ending 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 £50,000 \$500,000 £50,000 \$500,000 £50,000 \$500,000 £50,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$150,000 £15,000 \$150,000 £15,000 \$150,000 £15,000 \$150,000 £15,000	\$2,500	Final of 50 cents making \$1 for the year	10 1/2 %	\$3 buyers
Matschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Laagat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 27,000 Tls. 547,500 Tls. 27,000 Tls. 547,500 Tls. 27,000 Tls. 547,500 Tls. 27,000	Tls. 10,374	{ Third interim div. of Tls. 74 making Tls. 234 for a/c yr. ended 31.10.06	9 1/2 %	Tls. 235 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ none \$67,500 \$67,500 \$67,500 \$67,500 \$67,500 \$67,500 \$67,500	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 £16,000 Tls. 165,000 £16,000 Tls. 165,000 £16,000 Tls. 165,000 £16,000	Tls. 1,017	Interim dividend of Tls. 34 account 1906	6 1/2 %	Tls. 110 buyers
Do. do. (new)	8,000	Tls. 50	Tls. 50	{ Tls. 45,000 £8,000 Tls. 45,000 £8,000 Tls. 45,000 £8,000 Tls. 45,000 £8,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sales
Shanghai Horse Bazaar Co., Ltd.	15,400	Tls. 50	Tls. 50	{ Tls. 7,000 £15,400 Tls. 7,000 £15,400 Tls. 7,000 £15,400 Tls. 7,000 £15,400	Tls. 3,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 1321 sellers
Shanghai Pulp and Paper Company, Limited	4,							